



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
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DATE: October 12, 2012
TO: Planning Commission
FROM: Zoning Committee
SUBJECT: Results of October 11, 2012 Zoning Committee Hearing

NEW BUSINESS

- | | | <u>Recommendation</u> | |
|----|--|---------------------------|--|
| | | <u>Staff</u> | <u>Committee</u> |
| 1. | Urban Village Salon/Spa/Massage Center (12-107-924)
Change of non-conforming use permit for beauty salon,spa, and massage center | Approval with a condition | Approval with a condition
(6 - 0) |
| | Address: 136 Western Ave N
NE corner at Laurel | | |
| | District Comment: District 8 made no recommendation | | |
| | Support: 0 people spoke, 0 letters | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval with a condition | | |
| | | <u>Recommendation</u> | |
| | | <u>Staff</u> | <u>Committee</u> |
| 2. | Cool Air Mechanical (12-104-517)
Conditional use permit for a service business with workshop that is more than 15,000 sq. ft, and variances of three T2 design standards: entrance location, door and window openings, and materials and detailing | Approval with conditions | Approval with conditions
(6 - 0) |
| | Address: 1441 Rice St
between Nebraska and Arlington | | |
| | District Comment: District 6 recommended approval | | |
| | Support: 0 people spoke, 1 letter | | |
| | Opposition: 0 people spoke, 0 letters | | |
| | Hearing: Hearing is closed | | |
| | Motion: Approval with conditions | | |

3.

Gerdau Ameristeel US Inc. (12-103-789)

Conditional use permits for outdoor recycling processing center and for use of a method other than fill to elevate a structure above the regulatory flood protection elevation and variances of site access more than two feet below RFPE and rehabilitation slopes greater than 18%

	<u>Recommendation</u>
<u>Staff</u>	<u>Committee</u>

Approval
with
conditions

Approval with
conditions
(6 - 0)

Address: 780 Barge Channel Road
SE of Midwestern Railroad

District Comment: District 3 recommended approval with
conditions

Support: 1 person spoke, 1 letter

Opposition: 0 people spoke, 0 letters

Hearing: Hearing is closed

Motion: Approval with conditions

city of saint paul
planning commission resolution
file number
date

WHEREAS, Urban Village Salon / Spa, File # 12-107-924, has applied for a Change of Nonconforming Use Permit for beauty salon, spa, and massage center under the provisions of §62.109(c) of the Saint Paul Legislative Code, on property located at 136 Western Ave N, Parcel Identification Number (PIN) 012823120150, legally described as Dayton And Irvines Addition W 1/2 Of Lots 7 8 And 9 Ex The N 10 Ft Of Sd Lot 9 Blk 75; and

WHEREAS, the Zoning Committee of the Planning Commission, on October 11, 2012, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The applicant, Urban Village Salon/Spa, has applied for a Change of Nonconforming Use Permit to add five chairs and massage services to their permit. The salon opened under a previous business owner/operator in 1988. The business began offering massage services in 1994, according to licensing information in the Department of Safety and Inspections. The previous business closed in 2008.
2. Section 62.109(c) states that "*The planning commission may allow a nonconforming use to change to a use permitted in the district in which the nonconforming use is first allowed, or a use permitted in a district that is more restrictive than the district in which the nonconforming use is first allowed, if the commission makes the following findings:*"
 - a. *The proposed use is equally appropriate or more appropriate to the neighborhood than the existing nonconforming use.* This finding is met. A 10-chair beauty salon intensifies the previously approved salon use and maintains the same floor area as the 5-chair salon. Massage center is a use first permitted in the T1 zoning district, which is also the district in which beauty salons are first allowed.
 - b. *The traffic generated by the proposed use is similar to that generated by the existing nonconforming use.* This finding is met. Massage centers and beauty salons typically operate on an appointment basis. Traffic to the business will therefore be spread out over the course of the day, as it is now, and will not be overly busy at certain times of the day. The parking requirement for the business has not changed and is still met. A parking lot across the street on the southeast corner of Laurel and Western is for the use of the beauty salon and massage center with five signed spaces.
 - c. *The use will not be detrimental to the existing character of development in the immediate neighborhood or endanger the public health, safety, or general welfare.* This finding is met. The use is located entirely within the building. The change will offer neighbors more services in the same local business. The change will not be detrimental to the existing character of development in the immediate neighborhood or endanger the public health, safety, or general welfare.

moved by _____

seconded by _____

in favor _____

against _____

- d. *The use is consistent with the comprehensive plan.* This finding is met. The proposed uses meet the goals of Land Use strategy 1.7 in the Saint Paul Comprehensive Plan, which is to "permit neighborhood serving commercial businesses compatible with the character of Established Neighborhoods."

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Urban Village Salon / Spa for a Change of Nonconforming Use Permit for beauty salon, spa, and massage center at 136 Western Ave N is hereby approved, subject to the condition that five parking spaces be provided as required by the zoning code in the lot on the southeast corner of Laurel and Western and that those spaces be designated for use by the beauty salon and massage center.

city of saint paul
planning commission resolution
file number
date

WHEREAS, Cool Air Mechanical, File # 12-104-517, has applied for a conditional use permit for a service business with workshop that is more than 15,000 sq. ft, and variances of three T2 design standards: entrance location, door and window openings, and materials and detailing, under the provisions of §61.202(b), §61.501, §66.313, and §66.343 of the Saint Paul Legislative Code, on property located at 1441-1483 Rice Street, Parcel Identification Numbers (PINs) 242923140054, 242923140055, 242923140056, 242923140057, 242923140058, and 242923140125, legally described as Rice Street Villas- South 20 feet of Lot 4 and all of Lots 5 through 24 Blk 16; and

WHEREAS, the Zoning Committee of the Planning Commission, on October 11, 2012 held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of §61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The contractor shop proposes to construct a new building on the vacant (northern) end of the property to allow for a business expansion. The entirety of the existing parking lot will be paved (a portion is currently a gravel/dirt surface). The new building will accommodate an expanded workshop and office uses for Cool Air Mechanical.
2. Section 65.534 lists the standards and conditions for service businesses with a workshop use, which are permitted in the T2 district. These conditions and the applicant's ability to meet them are as follows:
 - (a) *A conditional use permit is required for establishments of more than fifteen thousand (15,000) square feet. This condition is met with this application. The existing business is 17,319 square feet, and it will be approximately 25,500 square feet with the addition of the new building. (The food shelf will expand within the existing building from its present size of 2,500 square feet to approximately 4,500 to 5,000 square feet.)*
 - (b) *The showroom or sales area shall be located at the front of the building and designed in a manner consistent with traditional storefront buildings. All storage and workshop activities shall be done within a completely enclosed building. This condition is met. The business includes a workshop but no showroom or sales area. The workshop activities will be fully enclosed within a building.*
3. §61.501 lists five standards that all conditional uses must satisfy:
 - (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council. This condition is met. This site is located in a Mixed Use Corridor as shown in the Generalized 2030 Future Land Use Map (Figure LU-B). Strategy 1 of the Land Use chapter of*

moved by _____

seconded by _____

in favor _____

against _____

the Comprehensive Plan is to target growth in unique neighborhoods. More specifically, Strategy 1.21 calls for balancing the accommodation of growth with support for transit use and walking. The subject application proposes the growth of a business in a unique neighborhood in a manner that provides an attractive, aesthetically pedestrian-oriented streetscape. The use provides an effective transition from the B3 uses to the north. The use is consistent with the vision of the District 6 Area Plan, adopted in April 2012, which calls for strong commercial and industrial bases.

- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met by the existing site. No additional ingress and egress points are proposed.
 - (c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is met. The new building and additional parking lot pavement improve the existing vacant lot and gravel parking. The use is in keeping with all of the existing uses to its north and south along Rice Street. The proposed use is not detrimental to the area's character.
 - (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. Should the vacant landscaped area north of the subject site be developed, it could gain access via Nebraska Street and no cross-access with the subject site would be needed. Improvement of the mixed use corridor will not be impeded by the new workshop building or associated parking lot.
 - (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is met provided the recommended additional conditions and the requested variances are approved.
4. MN Stat. 462.357, Subd. 6 establishes the grounds for variance approvals. Required findings for a variance consistent with the law are as follows:
- (a) *The variance is in harmony with the general purposes and intent of the zoning code.* This finding is met. One of the main intents of the T2 district is to create a more human-scale, attractive, and pedestrian-oriented environment. Though the proposed use itself is not pedestrian-oriented, the proposed building contributes to the pedestrian environment with its human-scale design elements. Most of the T1-T4 design standards are achieved, including building façade articulation along the Rice Street frontage that relates to the human scale. Landscaping along the Rice Street frontage also relates to the human scale.
 - (b) *The variance is consistent with the comprehensive plan.* This finding is met. The proposed development is consistent with the Comprehensive Plan as cited previously in Finding 4(a).
 - (c) *The applicant has established that there are practical difficulties in complying with the provision that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties.* This finding is met. The property owner has demonstrated that complying with the design standards regarding entrance location, door and window openings, and materials and detailing is impractical for the subject business because of the facts that it is not a pedestrian-oriented business and that the building requires solid, windowless walls along the east façade in order to provide its intended storage function. Also, the effect of these variances is mitigated to the extent practical by the articulated façade design and proposed landscaping.
 - (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. The subject business is existing and predates the change to T2 zoning. Its expansion requires variances because of the nature of the business (mechanical contractor's workshop).
 - (e) *The variance will not permit any use that is not allowed in the zoning district where the*

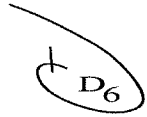
affected land is located. This finding is met. The variances do not affect the permitted service business use of the property.

- (f) *The variance will not alter the essential character of the surrounding area.* This finding can be met if additional screening is provided in order to conform with the T1-T4 design guidelines, which require loading areas to be screened from the street and from adjacent residential uses. The area's existing built form is generally more auto-oriented than what is intended for the T2 district; the subject request is in keeping with the surrounding area's character, but represents a significant step toward the character envisioned for the T2 district.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Cool Air Mechanical for a conditional use permit for a service business with workshop that is more than 15,000 sq. ft, and variances of three T2 design standards: entrance location, door and window openings, and materials and detailing at 1441-1483 Rice Street is hereby approved subject to the following additional conditions:

1. A site plan is approved by City staff, including additional screening to conform with §66.343(b)(15) regarding screening of loading and service areas.
2. All final plans approved by City staff for this use shall be in substantial compliance with the plan submitted and approved as part of this application.

2F# 12-104-517
Cool Air Mechanical



District 6 Planning Council

171 Front Avenue
Saint Paul, MN 55117
651-488-4485 fax: 651-488-0343
district6ed@dist6pc.org

October 5, 2012

Zoning Committee of the Planning Commission
15 West Kellogg BLVD
Saint Paul, MN 55102

On September 25, 2012 District 6 Planning Council's Land Use Task Force heard a Conditional Use Permit application from Chuck Worms, the owner of Cool Air Mechanics. Mr. Worms discussed the need of the Conditional Use Permit as well as presenting the Task Force building plans.

The Land Use Task Force recommends approval of a Conditional Use Permit as well as any needed variances for Cool Air Mechanics located at 1441 Rice Street. If you have questions, please feel free to contact the office.

Regards,

Jeff Martens

Jeff Martens
Land Use Chairman

An Affirmative Action Equal

ZF #12-103-789 Gerdau Ameristeel US Inc.

The resolution for this case will be sent to you early next week.



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6565
Facsimile: 651-228-3261

DATE: October 12, 2012

TO: Saint Paul Planning Commission

FROM: Comprehensive Planning Committee

SUBJECT: *Great River Passage Master Plan: Proposed Addendum to Saint Paul's Comprehensive Plan*

BACKGROUND

The Great River Passage Master Plan is the City's long-term plan for unifying the entire length of Saint Paul's Mississippi riverfront (17 miles of river, 26 miles of shoreline) into one grand and comprehensive vision to be realized over the next 30-50 years. The Great River Passage Master Plan sets the stage for sustainable parks and open spaces; ecological restoration; economic development; and connection of the city, its neighborhoods and people to the Mississippi River. It builds on 15 years of Saint Paul's efforts to fully realize what an incredible environmental, recreational, physical, economic, cultural and historic resource the Mississippi River is. Starting with the *Saint Paul on the Mississippi Development Framework* (1997), these efforts include the Mississippi River Corridor Plan (2001), the Great River Park chapter of the *Saint Paul on the Mississippi Development Framework* (2007), and various district and small area plans.

Over the course of nearly two years, the Great River Passage (GRP) Master Plan was prepared by a multi-disciplinary consultant team headed by Wenk Associates, based in Denver, CO, working with an inter-departmental City staff team and a 56-member task force/technical advisory group that included representatives from district councils, City Council offices, National Park Service, MN Department of Natural Resources, Ramsey County, Friends of Saint Paul and Ramsey County Parks and Trails, Friends of the Mississippi River, and Saint Paul Riverfront Corporation. Community direction and feedback were gathered at 29 public input sessions, including focus groups, community task force meetings and open houses. In addition, a website was maintained by Parks staff to receive input throughout the 2-year planning process on ideas presented at task force meetings and early drafts of the plan.

THE GREAT RIVER PASSAGE MASTER PLAN

The GRP Master Plan contains goals, objectives, strategies and visionary plans based on three core principles for riverfront public and private development, established in the *Saint Paul on the Mississippi Development Framework*:

- More Natural
- More Urban
- More Connected

The Master Plan explores the application of these principles in four sub-areas, or reaches, of the Mississippi River as it travels through Saint Paul:

- The Gorge
- The Valley
- The Downtown
- The Floodplain

The Master Plan is primarily a parks and open space plan that envisions the river corridor as an interconnected system of parks and trails. Beyond that, the Master Plan envisions connections between public spaces along the river and to private development in neighborhoods adjacent to the river. It recognizes that the river corridor is Saint Paul's most significant environmental and recreational amenity, while also recognizing that it serves urban development just beyond the river's edge.

TWO-TRACK PLAN ADOPTION

Adoption of the GRP Master Plan will occur along two parallel tracks:

- adoption by the Saint Paul City Council of the entire document, including strategy and project recommendations, and a proposed administrative structure to staff the effort; and
- adoption by the City Council of certain sections of the Master Plan as an addendum to the Saint Paul Comprehensive Plan.

Adoption of the Entire GRP Master Plan

This track consists of a recommendation from the Saint Paul Parks and Recreation Commission directly to the Mayor and City Council. The full document goes beyond what is appropriately part of the Comprehensive Plan, in that it contains specific park project recommendations and a strategic plan to organize the Department of Parks and Recreation to focus on the GRP. The Parks and Recreation Commission recommended the full document to the City Council on June 20, 2012.

Adoption of Certain Sections of the GRP Master Plan as an Addendum to the Saint Paul Comprehensive Plan

This track consists of a recommendation from the Planning Commission (at the recommendation of the Parks and Recreation Commission) to the Mayor and City Council. Certain sections of the GRP Master Plan are being recommended as addenda to the Comprehensive Plan in order to:

- align the goals and objectives of the GRP with those of the other chapters of the Comprehensive Plan, especially land use, transportation, and parks and recreation; and
- ensure that the GRP Master Plan is official City planning policy, and therefore guides public and private investment within the Passage.

The sections of the GRP recommended for adoption as part of the Comprehensive Plan include:

- general goals and objectives, by principle (more natural, more urban more connected) and reach (Gorge, Valley, Downtown and Floodplain);

- graphics that illustrate key planning and design concept recommendations; and
- goals and objectives related to regional park vision plans, with corresponding graphics.

ROLE OF THE PLANNING COMMISSION

The role of the Planning Commission is to make a recommendation to the City Council on the broader vision, goals and objectives in the GRP Master Plan. In order to advise the Planning Commission, staff's review focuses on the consistency of the GRP Comprehensive Plan document with the City's Comprehensive Plan chapters on land use, transportation, parks and recreation, housing, historic preservation and water resources management. Where the vision, goals and/or objectives are not consistent with the Comprehensive Plan, the Commission may recommend amending either the GRP Comprehensive Plan or the relevant existing Comprehensive Plan language to achieve consistency.

HERITAGE PRESERVATION COMMISSION COMMENT

Section 73.04 of the Saint Paul Legislative Code requires the Saint Paul Heritage Preservation Commission (HPC) to review City "studies" that relate to the architectural heritage of the city. In practice, this authority has been used to allow for HPC comment on area plans, district plans and any other plans being considered as addenda to the Comprehensive Plan. In addition, as noted above, there is a Comprehensive Plan chapter on historic preservation, so it is appropriate to have the HPC review the GRP Plan in light of its consistency with the Preservation chapter. The HPC's resolution from September 20, 2012 is included in the attached set of comments.

The HPC commented on the large GRP Master Plan, not the "abridged" GRP Comp Plan Addendum, so some of the concerns/issues are more appropriately considered by the City Council when it looks at the full document. In addition, many of the HPC's comments are about the Appendix, which is considered background material and not policy. Staff will forward the HPC resolution to Parks staff and the City Council at the next stage of review.

The key issues raised by the HPC relevant for the Planning Commission's review are:

- The GRP Master Plan stresses interpretation of historic and cultural resources almost to the exclusion of protection.
- There should be a map showing designated sites within the Great River Passage in order to establish a baseline for the recommended inventory/survey work.

The GRP Master Plan stresses interpretation of historic and cultural resources almost to the exclusion of protection.

The objectives and strategies on p. 38 speak mostly to interpretation of historic and cultural resources, with minor mention of the need for an inventory of cultural and historic resources. The HPC requests a stronger statement supporting the identification, evaluation, designation, preservation and protection of historic resources.

Committee response: The Historic Preservation chapter of the Comprehensive Plan clearly supports the identification, evaluation and designation of historic resources; and calls for historic context studies of Saint Paul parks, parkways and cultural landscapes, as well as of the Mississippi River in terms of navigation and commerce.

Suggested changes: Amend Objective 2 (and move it up to be Objective 1) on p. 38 to read: "Identify, evaluate, designate, preserve and protect historic resources within the Great River Passage." The three bullets under the objective remain the same.

There should be a map showing designated sites within the Passage in order to establish a baseline for the recommended inventory/survey work.

The GRP Comprehensive Plan Addendum contains a very general map identifying historic and cultural resources within the Passage. Sites are coded by theme (e.g. commerce and control, food, health), but no information is presented on what the site consists of, whether it is designated, why it is a significant representative of the theme, etc.

Committee response: The Plan should contain a strategy to recommend preparation of a baseline inventory of designated sites and districts in the Passage. This would be a starting point for the recommended survey work.

Suggested changes: Add a fourth bullet to (new) Objective 1 (see above) to read: "Prepare a baseline inventory of designated sites and districts in the Great River Passage."

PUBLIC HEARING TESTIMONY

The Planning Commission released the *Great River Passage Master Plan: Proposed Amendment to Saint Paul's Comprehensive Plan* on August 10, 2012, and held a public hearing on September 21, 2012. The hearing record remained open until 4:30 p.m. September 24, 2012. Thirteen people spoke at the public hearing, some of whom also submitted written comments. In all, written comments were received from 11 parties. Most comments were submitted on behalf of organizations (agencies, district councils, etc.), including Friends of the Mississippi River, Friends of Pool 2, Friends of the Parks and Trails of Saint Paul and Ramsey County, National Park Service, Highland District Council and Wilderness Inquiry. Many of the comments referred to language that is in the larger GRP document, not specifically to the Comprehensive Plan Addendum being considered by the Planning Commission. This memo responds to those comments relevant to the Addendum, but all public comments will be forwarded to the Mayor and City Council, and have been shared with Parks staff.

In general, all of the comments stated support for the *Great River Passage Master Plan*. In person and in writing, people praised the City of Saint Paul for its commitment to the protection and celebration of the Mississippi River, and its foresight in thinking about the

long-term future of the Mississippi riverfront in Saint Paul (a “legacy project” akin to H.W.S Cleveland’s plans for the Minneapolis and Saint Paul park systems that gave us the Chain of Lakes in Minneapolis, the Grand Rounds in both cities and Como Regional Park). It is also clear from the comments that the City will have many partners for plan implementation over the next several decades.

Issues or concerns can be categorized as follows:

1. Inclusivity of the public process that created the draft Master Plan
2. Status of the Comprehensive Plan addendum – what does adoption mean? – and public input once the Master Plan is adopted
3. Additions to/corrections of/disagreement with proposed Plan language

1. Inclusivity of the public process that created the draft Master Plan

Testimony was given on both sides of this issue. Everyone recognized the breadth and complexity of this undertaking, and appreciated the monumentality of the task before us all. Those who felt there had not been enough public involvement (in terms of both the number of people involved and the diversity of opinions sought) also felt that the planning process did not allow enough time for community members to adequately review, understand and analyze such a complex document. Those who felt there had been adequate public process praised the City for its active engagement of community groups, district councils, individuals and agencies; felt that there were many opportunities for input; and believe that the consultants and City staff were responsive to public input.

Commission response:

There is no question that an undertaking of this scale is complicated and demanding. Staff believes that the citizen involvement process to prepare the GRP Master Plan was thorough and inclusive. Four “layers” of formal input were established: 1) a Leadership Committee comprising City department heads, the Mayor’s Office and the Saint Paul Riverfront Corporation; 2) an 11-member Steering Committee of City staff from five City departments and the Saint Paul Riverfront Corporation; 3) a 14-member Technical Advisory Group comprising experts from key riverfront-related agencies, organizations and advocacy groups; and 4) a 56-member Community Task Force comprising representatives of river advocacy groups, district councils, City Council offices, funding agencies, river businesses, utilities and educational institutions. The consultant team was a multi-disciplinary collaboration of professionals from 12 companies, with expertise in landscape architecture, city planning, urban design, parks planning, transportation, finance, historic preservation, branding and public art. In addition, six focus groups were held on specific themes – natural resources, water resources, river-oriented industrial uses, public art and arts programming, transportation and recreation. In total, 29

input sessions were held, including open houses. The planning process lasted almost two years.

Suggested changes:

None.

2. Status of the Comprehensive Plan addendum – what does adoption mean?- and public input once the Master Plan is adopted

There is a fair amount of confusion in the community regarding what adoption of both the full Great River Passage Master Plan and the portion being recommended as an addendum to the City's Comprehensive Plan means. In fact, there is confusion about the distinction between the two documents. As stated above, the full Master Plan includes an overarching vision, goals and objectives for the Passage, specific project recommendations, cost estimates and a proposed City administrative structure to implement the Plan. The portion recommended for adoption as an addendum to the Comprehensive Plan includes the overarching vision, goals and objectives for the Passage; graphics that illustrate key planning and design concepts; and goals, objectives and strategies to guide subsequent updates of regional park master plans. The Comprehensive Plan addendum does not include specific projects and costs, nor does it recommend a particular administrative structure for implementation.

In particular, concern was expressed during the public hearing that recommendations for improvements to regional park facilities were not adequately vetted in the community; and there was also outright opposition to some of the recommendations (e.g. the proposed environmental education center at Watergate Marina). There was concern that, if the Plan is adopted with these recommended projects in it, the projects will be a "done deal."

Committee response:

This is the issue the Committee spent the most time discussing. Adoption of the condensed GRP document as an addendum to the Comprehensive Plan is intended to apply the very broad strategies of the City's Comprehensive Plan (in the areas of land use, transportation, parks and recreation, housing, historic preservation and water resources management) to the Great River Passage. Since the GRP Comprehensive Plan Addendum is still quite broad, it gives direction for subsequent planning efforts that explore specific projects in more detail. It does not take the place of subsequent planning efforts. Parks staff have repeatedly stated – and did in our October 9, 2012 meeting - that the concept plans for the regional parks contained in the GRP document are just that – concept plans. They are intended to give general direction as to how individual parks should be improved, based on the vision, principles, goals and objectives of the Great River Passage. However, before any work is done, regional park master plans will be updated, and Parks staff will set up a formal community

process to advise them on specific changes to each regional park master plan based on the GRP Master Plan. Parks staff informed the Committee that, as noted in its 2030 Regional Parks Policy Plan (adopted in July 2012), the Metropolitan Council requires citizen participation in the creation and amendment of regional park master plans.

There is already language in the document that speaks to this issue. On page 5, the last paragraph reads:
"The Great River Passage Master Plan will be the starting point for further planning of the areas within the corridor and a mechanism for managing and funding its recommendations. Concepts in this plan will be further refined and developed, with additional community involvement, as funding becomes available."

Suggested changes:

Add a last sentence to page 43 to read: "The vision plans that follow for each regional park within the Great River Passage are a starting point for further public discussion. Concepts in each vision plan will be further refined and developed, with additional community involvement, as funding becomes available."

3. Additions to/corrections of/disagreement with proposed Plan language

Some commenters recommended specific changes to the document. They are noted below, with a staff response and suggested wording changes, where appropriate.

a. Friends of the Mississippi River

Environmental education center at Watergate Marina (page 61)

The Great River Passage Comprehensive Plan Addendum recommends transforming Watergate Marina to become the center of Saint Paul's environmental and outdoor education programs. In keeping with the concept of a natural-resource-based park, the Plan recommends restoring the environmentally-degraded marina site and abandoned lagoon area, building a new environmental education center, and providing other services that will strengthen it as a hub for river-oriented community recreation.

The Friends of the Mississippi River (FMR), Friends of the Parks and Trails of St. Paul and Ramsey County (FPT), and Highland District Council (HDC) expressed concern about the proposed environmental education center and its potential impact on the environmental character of its floodplain site. While the Friends of the Parks and Trails recommended the education center be removed from the Plan altogether, the other parties suggested adding language to guide the design of the facility.

Staff response:

Watergate Marina is a very appropriate place for a new environmental education center; staff supports retaining the recommendation in the Plan. With the understanding that the

specific location and design of the facility (and other proposed facilities at Watergate) will be determined as part of a subsequent community input process, staff supports adding general language to the Plan to further guide that work.

Suggested changes:

Add the following language to the first paragraph on p. 61: "The redeveloped marina and associated structures and facilities will be sensitively designed and scaled to minimize intrusion on the natural characteristics of the park and river."

Restoration of Hidden Falls Creek (page 51)

FMR is requesting the Addendum include language in support of restoring Hidden Falls Creek on top of the bluff as part of the redevelopment of the Ford site. Staff believes it is premature at this time to suggest a treatment of upper Hidden Falls Creek in isolation from the many other issues that will be studied during the Ford master planning process.

No change is recommended.

More bluff-top open space at Ford Motor Company (page 51)

FMR supports expanding Hidden Falls Regional Park into the Ford site. As noted above, staff believes it is premature at this time to consider this expansion in isolation from the many other issues that will be studied during the Ford master planning process.

No change is recommended.

Shepard Road (page 55)

FMR is concerned about the distance between the two entrances to Crosby Farm Regional Park at Davern and Elwood. The Addendum shows a third connection across Shepard Road into the park at Rankin, which is approximately midway between Davern and Elwood. Whether that entry will be a stairway or path will be determined after further study during the update of the Crosby Farm Regional Park Master Plan.

No change is recommended.

Island Station (page 69)

FMR is concerned that improvements along Randolph Avenue between Island Station and W. 7th Street are not recommended. On the contrary, on page 69, the Addendum contains an objective that supports redevelopment activities and pedestrian-friendly public realm investments along Randolph Avenue to better connect Island Station and other riverfront activity to W. 7th Street.

No change is recommended.

West Side Esplanade (page 78)

FMR is concerned that private development is shown fairly close to the river's edge, and they want to ensure that river-adjacent uses are publicly-oriented and complementary to the river. The Addendum shows just that: a broad public esplanade on page 78 and text on page 79 that supports first-floor uses opening onto the public esplanade.

No change is recommended.

Fish Creek (page 90)

FMR is requesting that trailhead improvements be recommended at Fish Creek. The Addendum shows a trailhead at this location. While City Parks staff agree that a Fish Creek connection is important to open up Pig's Eye Lake access at the south end, the Ramsey County Parks and Trails Systems Plan states that there is limited potential for trail activity here due to steep terrain. Including a trailhead in the Addendum will trigger additional study by Ramsey County Parks staff.

No change is recommended.

b. Saint Paul Port Authority

River-oriented redevelopment opportunities (page 27)

The Port Authority is concerned that the River-Oriented Redevelopment Opportunities map shows a portion of the Crosby Lake Business Center as appropriate for redevelopment. Noting that these are strong businesses in a business center that is only 16 years old, the Port asks that they be removed from the map.

Staff response: Staff agrees that these businesses should not be indicated for redevelopment at this time. However, if the properties become available for redevelopment within the timeframe of the Great River Passage Master Plan (30-50 years), river-oriented development opportunities should be considered.

Suggested changes: Add a note to clarify the intent of those areas designated as "river-oriented redevelopment opportunities" on page 27.

Riverview Industrial Park (page 79)

The GRP Addendum recommends intensifying and diversifying the land use mix in the Riverview Industrial Park, as an extension of the land use pattern in the West Side Flats Urban Village. New uses are not intended to necessarily replace existing industrial/office uses, but to use land more efficiently by converting some of the large surface parking areas to active land uses where appropriate. The Port states that this recommendation is premature, and should be studied in more detail during the update of the *West Side Flats Master Plan and Development Guidelines*, scheduled to begin in 2013.

Staff response: The idea of increasing the density and mix of land uses in Riverview will be explored as part of the update of the *West Side Flats Master Plan and Development Guidelines*. Staff feels this is an important concept, and feels it is appropriate to introduce it in the GRP Addendum as a concept to be explored further during the West Side Flats planning process.

Suggested changes: Amend the fourth objective on page 79 to read:
"Explore the intensification and diversification of land uses in the Riverview Industrial Park."

Replace the first sentence with:

"As part of the update of the West Side Flats Master Plan and Development Guidelines, the Riverview Industrial Park should be studied for increased density and land use diversity, recognizing that industrial uses are an important job source for the community and an important contributor to the city's tax base."

c. Kent Petterson

Mr. Petterson spoke at the public hearing and submitted two sets of written comments. Those relevant to the GRP Addendum are noted below. The general comments about the planning and community input process, the status of the Addendum (what does adoption mean?) and the City's commitment to continued public input during the amendments of specific regional park master plans were addressed on pages 5-6 of this memo.

Staff Response to September 20, 2012 Written Comments

2 - The GRP Addendum does not support a vertical connection from the termination of Walnut Street in Irvine Park to Shepard Road and the Sam Morgan Regional Trail. Mr. Petterson is correct that this recommendation is in the District 9 Area Plan Summary. City staff believe that, with the existing at-grade connection at Shepard and Chestnut/Eagle Parkway and continued support for a vertical connection at the High Bridge, a third vertical connection at Walnut Street is not warranted. Walnut Street should be shown as an on-street bike/pedestrian connection from 35E to Irvine Park and Chestnut/Eagle.

Amend the map on page 35 to show Walnut Street as an on-street bike connection from 35E to Irvine Park, Chestnut/Eagle and the river.

3 - The general direction that the emphasis at Hidden Falls Regional Park be for nature-based recreation is not a specific program use. Rather, it is a general direction for future investment in park facilities, based on its location in a "more natural" part of the GRP, its existing character, and its role in the larger system of parks throughout the Passage and city. How this gets interpreted through specific projects will be determined in the update of the Hidden Falls Regional Park master Plan.

No change is recommended.

4 - See #3 above.

5/6 - Shepard Road is currently a major barrier between the river and adjacent neighborhoods. Redesigning Shepard Road to be a safer and greener connection is a key move of the GRP Addendum. The street sections indicate options for how to achieve this objective, and have been vetted with Public Works staff. Public Works staff are comfortable with removing the street sections from the Comprehensive Plan document, but leaving them in the larger Master Plan.

Remove proposed Shepard Road street sections from the Comprehensive Plan Addendum.

7 - The language regarding Victoria Landing is general enough to guide the work of the Victoria Park Design Advisory Committee, without pre-determining how the site's history will be interpreted. It should stay in the Addendum.

No change is recommended.

8 - The language regarding the creation of a river balcony along the downtown riverfront is appropriate for the Addendum. How the balcony is designed, and how it is integrated into redevelopment on key downtown sites, will be determined through more detailed site design.

No change is recommended.

9 - See comment on page 7 above re: Watergate Marina, with suggested amended language.

10 - The half-page summary of *Chapter 7: Delivering the Vision* from the larger document is appropriate for the Addendum. All of the Comprehensive Plan chapters have an Implementation section. Minor wordsmithing could be done to clarify that the implementation strategies are addressed in more detail in the larger document.

Revise text on page 95 to clarify that these are recommendations in the larger document but not appropriate for a Comprehensive Plan Addendum.

12 - See above on page 7. A new environmental education center at Watergate Marina is not a duplication of services; it is an extension or increase of services.

No change is recommended.

COMMITTEE RECOMMENDATION

The Comprehensive Planning Committee recommends that the Planning Commission:

1. approve the above changes to the Great River Passage Addendum to the Saint Paul Comprehensive Plan; and
2. with these changes, find the Great River Passage Addendum to the Saint Paul Comprehensive Plan consistent with the Saint Paul Comprehensive Plan; and
3. recommend adoption by the City Council of the Great River Passage as an addendum to the Saint Paul Comprehensive Plan.

Attachments

city of saint paul
planning commission resolution
file number _____
date _____

GREAT RIVER PASSAGE MASTER PLAN

WHEREAS, the *Great River Passage Master Plan* is the City's long-term plan for unifying the entire length of Saint Paul's Mississippi riverfront into one grand and comprehensive vision to be realized over the next 30-50 years; and

WHEREAS, the *Great River Passage (GRP) Master Plan* sets the stage for sustainable parks and open spaces; ecological restoration; economic development; and connection of the city, its neighborhoods and people to the Mississippi River; and

WHEREAS, the *GRP Master Plan* recognizes that the river corridor is Saint Paul's most significant environmental and recreational amenity, while also recognizing that it serves urban development just beyond the river's edge; and

WHEREAS, the *GRP Master Plan* contains goals, objectives, strategies and visionary plans based on three core principles for riverfront public and private development: 1) more natural; 2) more urban and 3) more connected; and

WHEREAS, the *GRP Master Plan* builds on 15 years of planning for revitalization of the Mississippi riverfront in Saint Paul, including the *Saint Paul on the Mississippi Development Framework* (1997), Mississippi River Corridor Plan (2001), Great River Park chapter of the *Saint Paul on the Mississippi Development Framework* (2007), and various district and small area plans; and

WHEREAS, over the course of nearly two years, the *GRP Master Plan* was prepared by a multi-disciplinary consultant team working with an inter-departmental City staff team and a 56-member task force/technical advisory group that included representatives from district councils, City Council offices, National Park Service, MN Department of Natural Resources, Ramsey County, Friends of Saint Paul and Ramsey County Parks and Trails, Friends of the Mississippi River, and Saint Paul Riverfront Corporation; and

WHEREAS, community direction and feedback were gathered at 29 public input sessions, including focus groups, community task force meetings and open houses; and

WHEREAS, on June 20, 2012, the Saint Paul Parks and Recreation Commission adopted Resolution #12-05, which: 1) forwarded the full *Master Plan*, with changes, to the Planning Commission and City Council for final approval; 2) requested that the Planning Commission recommend to the City Council adoption of appropriate sections of the *Master Plan* as part of the Saint Paul Comprehensive Plan; and 3) requested that the City Council adopt the entire *Great River Passage Master Plan* as official City policy to guide public and private investment within the Great River Passage, plan implementation, and administration of the Great River Passage program; and

WHEREAS, the Planning Commission released the *GRP Master Plan, Proposed Addendum to Saint Paul's Comprehensive Plan* on August 10, 2012, and set a public hearing for September 21, 2012; and

moved by _____
seconded by _____
in favor _____
against _____

WHEREAS, notice of the public hearing was published in the St. Paul Legal Ledger on September 4, 2012; sent to the City's ENS list, interested persons and stakeholders; and published on the project website; and

WHEREAS, the Saint Paul Heritage Preservation Commission adopted a resolution on September 20, 2012, stating two issues with the Proposed Addendum:

1. The *GRP Master Plan* stresses interpretation of historic and cultural resources almost to the exclusion of protection.
2. There should be a map showing designated sites within the Great River Passage in order to establish a baseline for the recommended inventory/survey work; and

WHEREAS, the Planning Commission public hearing was held on September 21, 2012, and the hearing record was held open until 4:30 p.m. on September 24, 2012; and

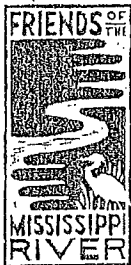
WHEREAS, the Planning Commission considered all public testimony.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends the following changes to the *GRP Master Plan, Proposed Addendum to Saint Paul's Comprehensive Plan*:

1. Amend Objective 2 (and move it up to be Objective 1) on p. 38 to read: "Identify, evaluate, designate, preserve and protect historic resources within the Great River Passage." The three bullets under the objective remain the same.
2. Add a fourth bullet to (new) Objective 1 (see above) to read: "Prepare a baseline inventory of designated sites and districts in the Great River Passage."
3. Add a last sentence to page 43 to read: "The vision plans that follow for each regional park within the Great River Passage are a starting point for further public discussion. Concepts in each vision plan will be further refined and developed, with additional community involvement, as funding becomes available."
4. Add the following language to the first paragraph on p. 61: "The redeveloped marina and associated structures and facilities will be sensitively designed and scaled to minimize intrusion on the natural characteristics of the park and river."
5. Add a note to clarify the intent of those areas designated as "river-oriented redevelopment opportunities" on page 27.
6. Amend the fourth objective on page 79 to read: "Explore the intensification and diversification of land uses in the Riverview Industrial Park." Replace the first sentence with: "As part of the update of the *West Side Flats Master Plan and Development Guidelines*, the Riverview Industrial Park should be studied for increased density and land use diversity, recognizing that industrial uses are an important job source for the community and an important contributor to the city's tax base."
7. Amend the map on page 35 to show Walnut Street as an on-street bike connection from 35E to Irvine Park, Chestnut/Eagle and the river.
8. Remove the proposed Shepard Road street sections on p. 56-58.
9. Revise the text on page 95 to clarify that these are recommendations in the larger document but not appropriate for a Comprehensive Plan Addendum; and

BE IT FURTHER RESOLVED, that, with these changes, the Planning Commission finds the *GRP Master Plan, Proposed Addendum to Saint Paul's Comprehensive Plan* consistent with the Saint Paul Comprehensive Plan; and

BE IT FINALLY RESOLVED, that, with these changes, the Planning Commission recommends adoption of the *GRP Master Plan Proposed Addendum to Saint Paul's Comprehensive Plan* by the Saint Paul City Council.



Friends of the Mississippi River

360 North Robert • Suite 400 • Saint Paul, MN 55101 • 651/ 222-2193 • www.fmr.org

Working to protect the Mississippi River and its watershed in the Twin Cities area

September 21, 2012

Lucy Thompson
25 West Fourth Street
Saint Paul, MN 55102

Dear Ms Thompson,

I am writing today to share our general support, and specific suggestions, for the Great River Passage Master Plan. In the roughly 130 years since Horace Cleveland began systematic protections of St. Paul's riverfront, no plan has proposed such a comprehensive and detailed agenda for St. Paul's spectacular and beloved riverfront.

We have been encouraged to provide comments once more for consideration by the Planning Commission. Many of our comments here are excerpted from our previous submissions to St. Paul Parks and Recreation staff. We have organized our comments geographically, starting at the northern end of St. Paul's corridor, and moving downriver.

Restoration of Hidden Falls Creek

The current draft plan contains some excellent ideas for restoration of Hidden Falls and the creek below the falls. It does not, however, yet contain any language relating to the restoration of Hidden Falls Creek on top of the bluff. We hope that language can be included that encourages the exploration of day-lighting Hidden Falls Creek on top of the bluff as part of the Ford Motor Company redevelopment. A restored stream channel could extend into the new development providing stormwater treatment and a green connection to the river.

More bluff-top open space at Ford Motor Company

We believe there is a great opportunity to expand bluff-top open space as part of the Ford Motor Company redevelopment. We hope the plan can be amended to include this idea. Hidden Falls Regional Park could be further expanded to include more bluff-top open space by exploring the acquisition of a portion of the Ford site east of Mississippi River Boulevard between Ford Parkway and the scenic overlook. By realigning Mississippi River Boulevard further from the bluff the City could create more park space for separated pedestrian and bike paths, picnic tables and benches. This would be a tremendous added amenity for the new residents of the redeveloped Ford site.

Watergate Marina

At Watergate Marina we are supportive of the plan's direction toward improving and expanding access. New amenities such as a café, canoe and kayak access and storage, outdoor rentals for bicycling, skiing and boating equipment, and pedestrian access for day use of adjacent park areas would all be welcome additions at Watergate. We very much like the idea of improving the

upstream lagoon for use by non-motorized boaters. But, we are concerned that the plan does not currently contain language that speaks to the limits of new development at the site. We remain supportive of improvements but would request additional plan language such as: *"The redeveloped marina and associated structures and facilities will be sensitively designed and scaled to minimize intrusion on the natural characteristics of the park and the river. Scenic views to and from the river will be protected and new buildings and facilities, including parking, will not exceed the footprint size of the existing buildings, facilities, and parking areas."*

Shepard Road

We are very pleased with the proposed redesign of Shepard Road. The redesign of crossings is vital to integrating the Park into south Highland Park. And we are particularly pleased to see the plan call for the lowering of speed limits on Shepard Road to 35 mph throughout the length of the road. This is a desperately needed change in order to successfully integrate the Great River Passage with the life of the neighborhoods around it.

At the same time, as we seek to make our neighborhoods "more connected" to the river corridor, we were disappointed to see a new connection that at one time had been contemplated between south Highland Park and the center of Crosby Farm Park dropped from later drafts of the plan. South Highland Park is easily one of the two most diverse neighborhoods adjacent to the Great River Passage, and is among the densest neighborhoods. Unfortunately, the entrances to the park depicted in the plan are currently 1.6 miles apart. Many people in the area do not own cars, and so expecting them to walk this distance to get to the riverfront seems at odds with the goal of being "more connected." Figuring out how to both protect the sensitive bluff ecosystem and get pedestrians up and down the bluff will require thoughtful planning, and not all funding sources support stairs without ADA accessibility, but we think the plan should call for an additional stairway in this area.

Island Station

We like the location of adventure sports at Island Station. Thinking of this site as a hub for the National Park Service and other outdoors-related organizations makes good sense to us. The ecosystem around this site is already substantially impacted, and the bay behind the peninsula creates a sheltered access point for boating facilities.

With these improvements in mind, we are surprised at the minimal attention given in the plan to the connection between Island Station and the commercial hub and renovated brewery around West Seventh Street and Randolph Avenue. The Randolph Avenue corridor seems likely in the long run to hold great promise, and yet today doesn't even have sidewalks, let alone complimentary development worthy of such a significant connection. Other parts of the plan address private redevelopment when it supports the goals of the larger effort, and we think it was an important oversight that this area was not given somewhat more emphasis in the plans and diagrams as well.

West Side Esplanade

At the Esplanade Site on the West Side (between Robert Street and the Lafayette Freeway) we continue to be concerned about the relationship of the riverfront's public spaces and private spaces. The plan depicts private development fairly close to the river's edge. In order for the riverfront to continue to read as a fundamentally public space, we must be very careful in our treatment of this area.

The plans remain silent on the exact setbacks from the riverfront, a change we have supported in the past. Still, we think the current illustrated plan places the buildings closer than we would like to the promenade.

We would be more comfortable with the reduced setbacks if we could be certain the river-adjacent uses would be publicly-oriented and complimentary to the river – such uses might include a public plaza, retail, or restaurants, including outside dining. We would encourage the plan to we suggest that the City retain ownership of these first-floor commercial spaces as a commercial condo in the larger development, much as the City retains ownership of the Wabasha frontage of Lawson Commons, to maintain control and ensure these key spaces are put to a public use that takes appropriate advantage of the riverfront location.

As one important way of mitigating this impact, we previously embraced the idea of “green fingers” reaching from the riverfront deeper into the area. However, the scale of these “green fingers” is critical to their success. They are represented in two different, and possibly contradictory, ways in the plan. In the diagram on page 150 they appear to be substantive parks, nearly a block in width, that reach into the site from the riverfront. But other diagrams, notably the two on page 152 and 153, these parks could be construed to depict the green connections as simply a wide boulevard running down the middle of street connections. We understand the intent in all three is to promote a park space that is more substantive than simply a wide median with trees, but revisions to the diagrams, or new text would help better clarify the intent as we refer back to this document in the future.

We wholeheartedly embrace the proposal to undertake a small area plan for this area in the spirit of the existing West Side Flats Master Plan.

Pigs Eye Regional Park

We like many of the larger-scale changes on the east side. Plans to provide access to the Pig's Eye Regional Park area are welcome. We have appreciated planners' work wrestling with the best way to get access to the site and create a trailhead in the area. The plans to insert a continuous trail into the Highwood Hills area enhances the weakest portion of St. Paul's segment of the Mississippi River Trail.

Fish Creek

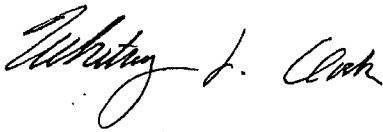
In tandem with this new trail, we would urge more focus on enhancing the City's connection to the Fish Creek area in the City's far southeastern corner. Between Point Douglas Road and the City limits, there is just under 1/3 mile of trail along Fish Creek. This is one of the hidden gems of the St. Paul Park System, where this scenic creek gurgles in a small limestone gorge. Just beyond the City's border, Maplewood is in the process of completing the purchase of a large tract of former farmland adjacent to Fish Creek with views to the river. Maplewood intends to develop the area into a larger park, and hiking trail corridor. St. Paul's portion of the existing hiking trail has some ongoing maintenance and management needs, including shoring up several smaller WPA-era in-stream structures. We also encourage the plan to include a better-marked trailhead to guide visitors to the area.

We were disappointed that detailed maps did not provide any special acknowledgement of the area, nor propose an improvement to the Fish Creek area, even though some trailhead improvements clearly seem both warranted and desirable to accentuate this unique and very under-appreciated amenity.

The sometimes-passionate debates taking place in neighborhoods up and down the City's riverfront these last many months are testament to the deep and meaningful connection people have with their parks and their riverfront. These connections have been cultivated over generations, as the City has gradually reoriented itself to embrace the Mississippi as one of its greatest assets. Though there remain some details to work through, we're confident the City of St. Paul is well on its way to advancing a plan deserving of the rich history, diversity, beauty and ecology found throughout St. Paul's riverfront.

We are pleased to have been given the opportunity to play a constructive role in this dialogue, and would always be happy to talk more about our comments, or answer any questions. You may call me or River Planner Bob Spaulding at 651-222-2193 anytime.

Sincerely,

A handwritten signature in cursive script, reading "Whitney L. Clark". The signature is written in dark ink and is positioned above the printed name.

Whitney L. Clark
Executive Director

Thompson, Lucy (CI-StPaul)

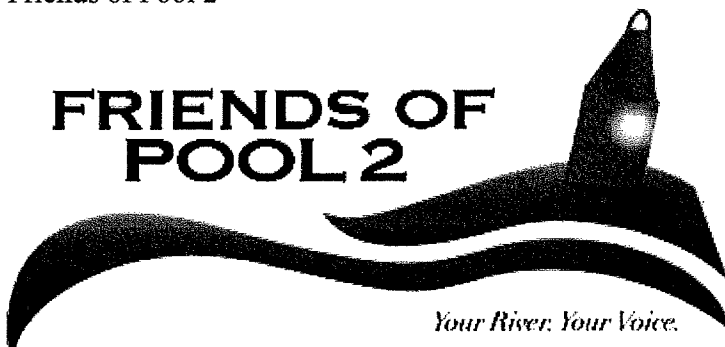
From: Greg Genz <gj92@att.net>
Sent: Monday, September 24, 2012 4:27 PM
To: Thompson, Lucy (CI-StPaul)
Subject: Great River Passage

Ms. Thompson,

The Friends of Pool 2 appreciate the opportunity to comment on the Great River Passage Plan. We find most of the far-reaching plan attractive for the citizens and the flora and fauna of the City and support the general concepts of the Plan. We feel that there are members of the River Community, who need to have a voice in the future of this Plan. Recreational power boaters offer the opportunity to positively impact the economic health of the Riverfront. All boaters will need a better access to the downtown side of the River and we don't feel that has been properly addressed. It is not feasible to use Lamberts Landing, as that has commercial traffic having priority and it would be unsafe for small boats to moor in a zone without No Wake provisions. Putting a marina in the "Union Oil" slip or High Bridge area will not prove to be sustainable in the long run. The City and or Parks can't keep the existing marina usable due to silting issues and having another off-channel marina will add to the non-existent dredging budget. Using smart planning to put new amenities in to the existing St. Paul Yacht Club facilities will prove to be more sustainable for boaters needs.

Thank You,

Greg Genz
Friends of Pool 2



9-20-12

To: City of St. Paul Planning Commission

From: Kent Petterson, GRPMP Advisory Committee
Board of Directors, W. 7th Business Association
Co Chair W. 7th Enhancement Coalition

Re: Comments regarding the proposed 95 pages of addition to the City Comprehensive Plan

Dear Commissioners

Thank you for the opportunity to present the following comments. These comments are my comments solely. They are distilled from discussions with other informed individuals. It is interesting to note that the entire Parks chapter of the Comprehensive Plan for the city is only half as long as these added 95 pages being proposed for what is essentially a large area plan. This indicated to me that much of the material in the GRPMP proposed additions contained information that maybe shouldn't be in a comprehensive plan. I have been guided by information provided in the following two paragraphs provided by Lucy Thompson.

The core chapters of the Comprehensive Plan (Parks and Recreation, Land Use, Transportation, Housing, Historic Preservation and Water Resources Management) state the City's overarching vision in these areas, and are used to guide the vision, goals and objectives of subsequent (and more detailed) area plans, district plans, etc. The level of policy/vision is quite broad at the level of these core chapters, and then the more detailed plans "interpret" the policy/vision for a particular sub-area of the city. That is why the primary function of the Planning Commission regarding the Great River Passage is to determine whether the broad vision, goals and objectives (as excerpted from the large document) are consistent with the Comprehensive Plan. The Comprehensive Plan does not contain specific projects and budgets, nor does it contain specific direction on the organization of City departments to achieve specific implementation strategies. The Comprehensive Plan focuses on the built environment, the arrangement of the city's component parts - land, streets and buildings - and the infrastructure that supports them.

Page 2

Regarding your comments for the Planning Commission. As you know, the Planning Commission will hold a public hearing on September 21, 2012. You can present your comments at the hearing, or you can submit them to me in writing anytime before September 21. Please note, though, that staff will not respond to those comments until after the hearing, and our comments will be vetted with and back through the Commission. Please also note that we are not looking for comments on typos, grammar, etc. We want people to comment on whether they believe the vision, goals and objectives in the Great River Passage Comprehensive Plan Amendment are consistent with the rest of the Comprehensive Plan. The Commission's comments (and any proposed changes) are then forwarded to the City Council for final adoption.

1 – The process leading up to public comment before the Planning Commission was poorly understood and could result in defective responses. People do not understand there are essentially two GRP plans with different pagination up for approval. Only one is appropriate for comment before the Planning Commission. A late Sept. 11 posting on the website was not announced to email subscribers and was too late to gain general understanding of what comment is appropriate before the planning commission.

2 – One of the goals of the GRPMP is to connect existing and new bike paths to the river. The District 9 area plan calls for completion of the 35E bike/ped bridge that ends at United Hospital on the south and along Walnut to the river. This plan addition creates a conflict between the local area plan and the comprehensive plan. It would be improper for the map to be included as is in the GRPMP without a resolution. Parenthetically, a second bridge also across 35E and about 5 blocks south of Randolph with a bike path along the west side of 35E down to Race is not completed to the river either. I would think these omissions would be in conflict with PR 6 point 1.2 of the comprehensive plan and should be completed to the river before the map is included in the GRPMP.

3 – P.48 and P.51 The specific objective to provide active nature based recreation at Hidden Falls has not been agreed upon locally and is a specific program use that is not appropriate for a comprehensive plan prior to a future area plan.

4 – P.49 Ditto For specifics at Shadow Falls Creek area

Page 3

5 – P.56 is an intersection construction detail. It hardly seems wise to include this type of information in a comprehensive plan. This information is appropriate for the GRPMP but not the Comprehensive Plan. All specifics of this type should be removed.

6 – P.57 and 58 also are roadway details. Ditto #5

7 – P.65 has specific details of interpreting Victoria Landing that is part of an ongoing Advisory that has not been completed. This should be deleted from the comp. plan.

8 – P.65 has a section headed Create a River Balcony. Would it be more appropriate to say something like, 'We envision' a River Balcony? Action oriented specific language is used over and over in the 95 pages proposed for addition to the comp. plan. If one were to check the current St. Paul Comprehensive Plan it is filled with words like encourage, demonstrate, promote, strategy, improve, explore, seek, pursue, emphasize. These non-specific type of words can stand the test of time for a long term planning document. The language used in these pages is too often determining and specific and destined to create future conflict in the areas affected by these specifics being codified in the comprehensive plan.

9 – P.60 & 61 the controversy over specific use/programming at Watergate Marina indicate it is a mistake to include this in the comprehensive plan. These specifics should be left for a later area plan.

10 – P.95 is a summary of the essence of Chapter 7. Those that have been closely following this and the planning commission were told that only the first six chapters were to be considered for adoption into the comprehensive plan.

11 – Maybe I missed it, but this large area plan for the river pays very little attention to the requirements of PR8 Safe and Secure Access to and Use of Parks and Trails and specifically any application of CPTED and other strategies.

12 – Comp Plan PR10 paragraph 1.20 PR 26 paragraphs 5.9 and 5.10 call for shared use and resource seeking elsewhere before duplicating in the park system. The proposal of an expensive and vulnerable in the flood plain Environmental Learning Center is entirely inappropriate to be suggested in new pages P.61 and P.62 and contrary to the intent of the existing comp. plan to not duplicate services.

13 – The focus and emphasis on the important goal of helping people to discover the river via their bike or walking has resulted in large segments of the population being poorly served in the plan. In particular the needs of the young, the elderly, the handicapped, visitors from a distance, and tourists are not adequately addressed. Strong language of intent to support and implement coordinated future planning for parking and transit as needed for these population segments must be included in the GRPMP. These plan pages

Page 4

should describe in more detail what is needed to fulfill the aspirations expressed in the comprehensive plan PR6 paragraph 1.1 to ensure convenient and equitable access.

14 – P.5 “The GRPPMP will be the **starting point** for further planning of the areas within the corridor and a mechanism for managing and funding its recommendations. Concepts in this plan will be further refined and developed, with additional community involvement, as funding becomes available.” This is extracted from the last paragraph of the page and explains the intent that the specifics proposed in the master plan are a ‘starting point’ as given and approved in the Comprehensive Plan. The Planning Commission must take a serious look at every paragraph and sentence of the proposed language because many of the specifics that have not been understood or approved locally and which are not appropriate for a comprehensive plan will be the source of constant conflict when the appropriate area plan takes these proposals up for community approval in the future.

9-22-12

To City Of St. Paul Planning Commission

Re: Area Plans – Large and small in St. Paul and the Great River Passage Master Plan.

The comments on Friday Sept 21 to the planning commission highlighted a particular problem with the Great River Passage Master Plan (GRPMP). It is this. There is a widespread impression that the language proposed for inclusion in the comprehensive plan and adoption by the city is not clear with regard to the status of (small) area plans with respect to this larger area GRPMP when specific implementation is considered.

Good friends of the river and the plan see problems ahead for the city if this is not resolved properly at the planning commission and at the city council. As I understand it, we have a number of plan areas in the city currently and going forward. I asked the question of the planning commission chair whether small area plans were germane for the discussion and was assured they were. I am not sure that district councils across the city understand that their existing area plans are germane and will be affected or how they might be affected by this larger area plan at the river. The effect might be less in some cases, but for those plans along the river it could be quite significant.

District 9 is just finishing an update of their area plan but it was not taken up in an effort to discover how the GRPMP might impact their existing language. That would not have been appropriate since any discussions would be speculative until such time as a GRPMP is adopted.

The following types of area plans are in play in this GRPMP process. Some are existing, some are in process, and some are future.

1- Existing District Council Area Plans, especially those along the river may not been examined carefully at the District Council level. In the case of District 9, although I am not speaking for them, my impression of their response is if I might paraphrase; get back to us when you have a plan. I hope that the Planning Commission is now taking up small area plan comparison.

2- Ford property was deliberately not included in the GRPMP

3- Specific recommendations for Victoria Park (VP) were removed from GRPMP because specific proposed details, which were predetermining of park use, had not been agreed upon by the local neighborhood. It was agreed the VP advisory should make use recommendations for Parks before specifics were given in the GRPMP.

4- Seven significant gathering places have been identified along the river. Five were in the first draft of GRPMP and two were added without public discussion in the new July version. The fact that two were added after the often-mentioned significant citizen participation highlights that the process was not perfect and that omissions occurred. These types of specifics are fungible in the future. Including them in the Comprehensive Plan creates problems.

Whether it is seven gathering places, more or less, each probably should have a small area plan in the future to determine implementation when funds are available. This

Page 2

Implementation could be one year or ten or thirty years in the future. The idea that folks in 2011 and 2012 have this pegged is foolish. New eyes and conditions bring a fresh perspective that should not be imposed on the future. Isn't that why specifics are avoided in comp plans?

I would like to address the notion of widespread consensus across the city in favor of everything in the plan. It was a strong effort to be inclusive and respectful of opinion with many meetings and in some cases large attendance. I believe I was at all of the public meetings and observed at some that weren't public. It was inspiring to see the support for the aspirations of GRP. There were a lot of people that participated in developing what they understood was a vision of the future relationship of St. Paul to the river. The plan was sold as a vision and it should be clear that the plan is a framework and a vision and not specific for implementation.

If one were to examine the attendance records of the GRP Advisory, you would see that half of the members didn't attend a single public advisory meeting. Of those that attended a meeting another half attended only one, which leaves around 12-15 people that attended more than one public advisory meeting. A significant portion of those 12-15 came before you on Sept 21 to say, not so fast. In addition, inland district council participation was low as was that of the elderly and minorities. An assertion of consensus or strong backing is true only for a narrow range of vision in the GRPMP.

In the May 2012 ten page memo from city staff to the Parks Commission, it was reaffirmed that the plan was vision, but new language was added that the GRPMP has specifics that staff intends on using for guidance and implementation.

This statement is further reinforced by the last paragraph of Page 5 of the Comp plan additions that indicate that the GRPMP is considered a starting point. Meaning that the specifics that are included are agreed upon when approved by the city council and those things will be implemented.

The language on Page 95 of the Comp plan additions is a summary of Chapter 7. This language is another example of the view staff had that what we have before us today is right for tomorrow too. It is a mistake to wrap approval around more than the broad theses. The inclusion of specifics in this visionary plan seeks to skip a step of approval before those discussions have occurred.

How to resolve this? I would respectfully suggest a few ideas.

A) Language should be inserted in the GRPMP that is clear and unambiguous that all area plans have equal status with this larger plan and that the larger GRP area plan lacking agreement about specifics when found contradictory do not supercede but are equal to existing local area plans thereby not requiring the smaller to align with the larger without agreement.

Page 3

B) That the implementation specifics mentioned in the May Memo to the Parks Commission be highlighted as such in the plan and that everything else be labeled clearly as vision. In one case, the bike ped bridge to the lower landing Bruce Vento area is headed without the word vision. The language of the GRPMP is not clear as to when vision stops and implementation specifics begin. We were seduced by vision, and now it is not clear where the reality begins.

C) Or as an alternative to A and B, the new form of the GRPMP can be sent back to District councils with notice of the status of their area plans. Comment should be requested as to agreement before conflicting specifics are included in the GRPMP.

There is a danger that staff might miss understand the approval represented by the GRPMP and proceed to soliciting funds without the agreement it should have to move forward with implementation. I believe these suggestions would go a long way to ensuring the long-term success of the GRPMP and reduce significant conflicts between neighborhoods and Park & Recreation as it seeks to implement a great vision for St. Paul.

Thank you, Kent Petterson
503 St. Clair Ave.
GRPMP Advisory

Speaker # 7

Testimony to the St. Paul Planning Commission
Regarding the Proposed Amendment to the St. Paul Comprehensive Plan
To Incorporate Great River Passage Master Plan

Friday, September 21, 2012

By
Dan McGuiness
2160 Ogden Avenue
St. Paul, MN 55119

My name is Dan McGuiness and, while I am on the boards of directors of the Lower Phalen Creek Project and the St. Paul Riverfront Corporation, these comments are mine alone and do not necessarily represent those or any other organizations.

I am pleased to have this opportunity to speak and to strongly urge you to adopt the document before you; the proposed amendment to the St. Paul Comprehensive Plan. The Great River Passage Master Plan, and this amendment from which it is derived, has so much to like about it.

The current version of the Master Plan is a result of a long and deliberative process that, thanks to the active engagement of community groups, district councils, individuals and agencies, is much improved from the original draft.

As a person who has spent my career working along this river, from its headwaters to the Gulf, it is great to see the community embrace the river and recognize that we have here a resource of international significance – right here in our front yard. It is truly a river where we work and where we play; where we do business and where we find physical, spiritual and emotional renewal.

As a resident of St. Paul who makes the east side my home, I am particularly pleased to see the prominence that the City gives in this plan to Bruce Vento Nature Sanctuary and its growing potential as one of the great gathering places along the river – just a short walk from both Dayton's Bluff and Lowertown and the proposed new stadium, and, with continued efforts, with a connection someday to the Sam Morgan Trail and the Mississippi River.

The Plan also lays out, at long-last, a vision for two other long-overlooked landscapes along the river; the Highwood Bluffs and Pig's Eye Lake. At one time I feared that planning consultants and the City staff were going to run out of time, energy and ideas as they worked their way downstream. But what has evolved in this process is truly an exciting vision and set of goals to achieve this vision in every reach of the river.

We are Minnesota's capital city and we are also a city of neighborhoods and this plan, like the river, runs through and along many of them. There are some aspects of the plan that do not have the support of the district councils, community groups and people who live nearby.

The current plans for the area around Watergate Marina and Crosby Farm and the plans for the Lilydale area are two examples of note. I hope that the City and the affected communities can find ways to resolve these differences and I will conclude by offering some proposed guidelines.

If you have been on the river you know that there are a series of navigation markers and lights to help guide river pilots as they travel on the river. The navigation aids help the pilots determine, among all the possibilities, when to aim straight ahead, when to turn, to keep from going aground. As we navigate toward adoption and implementation of this plan here are three guidelines to consider:

1. **Don't forget the river's point of view.** Remember that it is not just about what you see from the land looking toward the river, but what you see from the river as well. And remember, in the midst of all these plans for capital improvements along the shore, that the greatest capital improvement was already here long before us – the river itself. If this river did not exist as the central feature of this plan, we would have to budget for it and build it. So let us be grateful for what already exists.

2. **Take care of what we have and keep the health of the river in mind.** In all our plans and projects, let's remember that clean water and healthy and diverse habitat along this river is the very foundation for all else. When in doubt about what to build or what to do, err on the side of what is pleasant and simple, the re-use of existing buildings and improvements where possible, and remember that much of what we call the Great River Passage is also in the great river floodplain.

3. **Remember that this city's strength is derived from the interwoven fabric of people, neighborhoods, district councils, elected and appointed public officials and professional staff.** We all need to be committed to taking care of this place we love – the great City of St. Paul and the Great River Passage that is its central feature. Realization of the Comprehensive Plan is an ongoing endeavor – a community endeavor to which we all continue to be committed.



Wilderness Inquiry

September 20, 2012

Mr. Michael Hahm
Director, Saint Paul Parks and Recreation
25 4th St W, Suite 400
Saint Paul, MN 55102

Dear Mr. Hahm,

Wilderness Inquiry is an enthusiastic partner with the Saint Paul Parks and Recreation Department in our Urban Wilderness Canoe Adventures (UWCA) program. UWCA provides outdoor education and recreation opportunities on the Mississippi River, complete with canoe trips, overnight camping and environmental education programs for schools, youth and families.

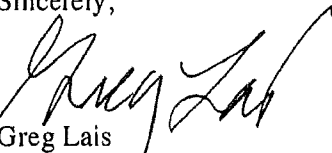
The Great River Passage project will revitalize the 17-mile riverfront corridor in Saint Paul to benefit our environment, bolster our tourist economy and improve our overall quality of life by expanding opportunities for recreation and open space. This project enhances the prominence of the Mississippi River as a regional and national natural, scenic and cultural resource. We are proud to support this unique opportunity to revive Saint Paul, MN as Rivertown, USA.

This project shares our goal of encouraging outdoor recreation and fostering environmental stewardship by connecting people to their local waterway. Our vision for UWCA is to help thousands of Saint Paul residents and visitors experience their backyard wilderness in a safe, intimate and eco-friendly way. WI will work with the City to identify recreational needs and further, to developing canoe landings and operational facilities at various locations within the corridor including Hidden Falls, Fort Snelling, Watergate and Harriet Island Parks.

We believe that this innovative project will aid our efforts and we are committed to working with the City of Saint Paul Parks and Recreation Department for the benefit of park users to come.

Thank you for your consideration.

Sincerely,



Greg Lais
Executive Director

September 21, 2012

Planning Commission
City of Saint Paul

Dear Planning Commissioners:

The Mississippi River runs for five miles within Highland Park and defines more than 50 percent of the neighborhood boundary. The Gorge, Hidden Falls, Cosby Farm, Watergate Marina and Shepard Road areas are predominant features of the Highland Park neighborhood. The Great River Passage Master Plan has the potential for tremendous impact on our neighborhood and the Highland District Council has devoted more time and energy to this issue than any other in recent memory.

The Highland District Council has made it a priority to be involved in the GRP Plan. The HDC provided representatives on the GRP Community Task Force, reviewed and discussed iterations of the GRP Plan, and hosted discussions with Friends of the Parks and Friends of the Mississippi. While the Highland District Council is supportive of the GRP Plan's intent to create a long-term vision for Saint Paul's river area parklands, the final plan and process has raised several concerns:

- The length and complexity of the GRP Plan and Comprehensive Plan make it nearly impossible for neighborhood citizens and board members to thoroughly understand and formulate feedback on the GRP's fit with the City's Comprehensive Plan.
- Although the GRP Plan development process appears to be thorough, there is significant reaction at the neighborhood level that the process was not very inclusive or reflective of citizen input.
- It is unclear from the GRP Plan document whether there will be a formal community notification and hearing process followed before individual Great River Passage projects are implemented or whether updates to the Comprehensive Plan and adoption of the GRP Plan constitutes blanket support and approval for all elements of the GRP Plan.
 - For example, certain specific projects within the plan, such as the addition of on-street bike lanes, significant changes to vehicular thoroughfares, or major capital investments in flood areas or the Ford site, need more extensive vetting. In the past these types of changes have included District Council action or updates to Small Areas Plans.
- There is significant concern with the Plan's *Chapter 7 – Delivering the Vision*, which advocates for increased annual expense, expansion of the Parks department structure, creation of new authorities, and prioritization of fund-seeking for new Great River Passage projects. The

potential impact on an already-strained City budget, along with a finite tax base, raises questions regarding the fiscal soundness of implementing the Plan at this time.

Overall, the Great River Passage Master Plan is an important initiative and contains many features that the Highland District Council fully supports. The District 15 Highland Park Neighborhood Plan adopted in 2007, includes Parks and Recreation and Environmental goals of "protecting existing natural resources and park amenities" and "preserving and enhancing environmental amenities in the District." Furthermore, the GRP Master Plan section on Shepard Road is consistent with the Shepard Davern Small Area Plan, adopted in 1999.

The Highland District Council has held multiple meetings and adopted several resolutions regarding the Plan which are attached. These resolutions do not reflect final positions of the Highland District Council and our organization will continue to review and provide additional feedback throughout the Great River Passage Master Plan adoption process as well as the planning and implementation of GRP projects.

Sincerely,

Kathy Carruth
Executive Director
Highland District Council

Tia Anderson
President
Highland District Council



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

Resolution Regarding the Great River Passage Master Plan

Whereas, having accessible, well maintained parks are an important asset to our community in that they increase property values, provide recreation space for residents, aid in storm water treatment and air quality, and improve the overall quality of life in our neighborhood and the City of Saint Paul; and

Whereas, the City of Saint Paul initiated a project in 2010 to develop a long term Master Plan for the Great River Passage (GRP), the City's 17 miles of Mississippi River parklands, and created a Community Task Force to assist in the visioning process to become more natural, more urban, and more connected; and

Whereas, Highland Park has approximately five miles of riverfront within its district, including The Gorge, Hidden Falls Park, Shepard Road, and Crosby Farm Park; and

Whereas, a significant portion of the GRP parkland along the Mississippi River is within the floodplain and has flooded on a regular basis in recent history leaving river parkland inaccessible for significant periods of time; and

Whereas, the District 15 Highland Park Neighborhood Plan adopted in 2007, includes Parks and Recreation and Environmental goals of "protecting existing natural resources and park amenities" and "preserving and enhancing environmental amenities in the District;" and

Whereas, representatives of the Highland District Council participated on the GRP Community Task Force; and

Whereas, the Highland District Council adopted a resolution on February 4, 2011, which was submitted to the Community Task Force supporting a focus on the natural setting of the GRP within Highland Park; and

Whereas, the City of Saint Paul released the sizable and detailed Great River Passage Master Plan to the public on January 11, 2012; and

Whereas, the Highland District Council hosted a community meeting on February 2, 2012, where Don Ganje, GRP project manager, presented an overview of the GRP Master Plan and fielded questions from residents and board members; and

Whereas, the GRP Master Plan was presented to the Highland District Council and community as a vision and aspiration rather than an action plan; and

Whereas, the public process for consideration and adoption of the GRP Master Plan has not been completed as of the date of this Resolution; and

Whereas, members of the HDC have expressed significant concern over the lack of neighborhood involvement in the specifics detailed in the GRP Master Plan; and

Whereas, the Highland District Council will continue to review the GRP Master Plan and recognizes the need for additional discussion regarding the Master Plan's potential impact on Highland Park as the HDC prepares to provide testimony for formal public hearings;

Be it resolved, that the Highland District Council requests that specific changes or additions to park land or park amenities contained in the Great River Passage proposal be subjected to a formal process of public notification and hearings, before application is made to either plan or fund a specific project (similar to a Small Area Plan whereby there is a process of local district council and community notification and review, followed by formal public hearings and City Council adoption); and

Be it further resolved, that the request for further public input into the plan details does not imply Highland District Council support or opposition of individual projects currently identified in the GRP Master Plan.

Adopted on September 6, 2012
By the Highland District Council



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

Resolution Recommending Removal of *Chapter 7- Implementation* from the GRP Master Plan

Whereas members of the Highland District Council are concerned about recent recreation center cut backs and a potential future squeeze on funds for existing facilities and programming of Saint Paul Parks and Recreation from new development within GRP; and

Whereas the GRP Master Plan is meant to be a 20 – 30 year plan and may therefore evolve over time, the Plan codifies significant new changes to the City of Saint Paul's Parks and Recreation Department's structure in *Chapter 7 – Implementation*; and

Whereas, the GRP Master Plan has significant budget implications for the City of Saint Paul immediately and for the future; and

Whereas the GRP Master Plan's description of funding sources are inadequate to assess budget impacts on existing Park programming and facilities and other departments in the City;

Be it resolved, that the Highland District Council recommends removal of *Chapter 7 – Implementation* of the Great River Passage final plan to be adopted by the Saint Paul City Council; and

Be it further resolved, that a new revised *Chapter 7 – Implementation Plan* be fully vetted in the City at such time as grant money and general fund money can be budgeted to pay for the GRP Master Plan's implementation.

Adopted on September 6, 2012
By the Highland District Council



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

Resolution Regarding the Gorge Regional Park within the Great River Passage Master Plan

Whereas, The Gorge Regional Park portion of the Great River Passage is recognized as a critical natural area with unique geological and historical significance and stretches south to Highway 5, beyond that depicted in the GRP Master Plan maps; and

Whereas, the GRP Master Plan's focus for The Gorge area is on preservation of sensitive areas and recreation outside sensitive ecological areas; and

Whereas, a formal delineation between natural areas and active areas within The Gorge including Hidden Falls Park may serve to protect the critical natural areas of the GRP; and

Whereas, the Highland District Council recognizes the long-standing agreement between Highland Park residents and the City to limit bicycle lanes along Mississippi River Boulevard;

Whereas, the Highland District Council will continue to review the GRP Master Plan and recognizes the need for additional discussion regarding the Master Plan's potential impact on Highland Park as the HDC prepares to provide testimony for formal public hearings;

Be it resolved, that the Highland District Council opposes any potential new on-street bicycle lanes on Mississippi River Boulevard; and

Be it further resolved, that the Highland District Council recommends the City make it a priority to seek funding to obtain portions of the Ford site bluff area, main Ford site, and downstream from the Ford dam for the Great River Passage.

Adopted on September 6, 2012
By the Highland District Council



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
651-695-4005 Fax 651-695-4019
Email: hdc@visi.com

Resolution in Support of Shepard Road within the Great River Passage Master Plan

Whereas, the Great River Passage Master Plan calls for Shepard Road to become an extension of the historic vision of the Grand Round; and

Whereas, members of the Highland District Council acknowledge that Shepard Road needs changes to make it safer for bikers and pedestrians and improve access to the river yet continue to serve as a major vehicular thoroughfare connecting the airport and points south and west with downtown Saint Paul; and

Whereas, the GRP Master Plan section on Shepard Road is consistent with the Shepard Davern Small Area Plan, which was completed in 1999 following a rigorous local community process, but acknowledging that the Highland District Council has requested that the Saint Paul Planning Commission initiate a review and possible update of the Shepard Davern Small Area Plan; and

Whereas, members of the Highland District Council are concerned over the lack of project cost estimates and timeline identified in the GRP Master Plan for Shepard Road; and

Whereas, the Highland District Council recognizes the need for additional discussion regarding the GRP Master Plan's potential impact on Highland Park and will continue to review and work to influence implementation of project details;

Be it resolved that the Highland District Council supports the general intent of the Shepard Road section of the Great River Passage Master Plan.

Adopted on September 6, 2012
By the Highland District Council

Great River Passage Plan—Resolutions from September 6, 2012 HDC board meeting

A motion was made, seconded and adopted to submit HDC's February 27, 2012 Great River Passage Master Plan resolutions to the Planning Commission for consideration.

The HDC Community Services Committee Considered proposed the following resolution from which was amended and adopted:

Whereas there current exists a master plan for Crosby/Hidden Falls which has not been updated since 1978, and

Whereas that existing plan should be reviewed and revised through a public process which includes the Highland Park community before any specific plans concerning these areas are included in the GRP plan,

Therefore, be it resolved that the Highland District Council opposes inclusion of any specific project details in the GRP plan concerning the Crosby/Hidden Falls areas until the previous plan is reviewed, and

Be it further resolved that, in the event that the city chooses not to update the specific plans for Crosby/Hidden Falls parks, the HDC insists that the new buildings at Watergate marina will not exceed the foot print of the existing building, and that the parking not be expanded into natural areas.

The HDC Community Services Committee Considered proposed the following resolution from which was amended and adopted:

The Highland District Council requests that the following language be added to the section on the Watergate in the GRP Master Plan page 113/Comprehensive Plan version page 61:

- Redevelop the marina to maintain current uses and expand to include:
- Café or small restaurant
- Canoe and kayak access and storage
- Outdoor recreation sales, rentals and repairs for bicycling, skiing and boating
- Improved vehicular, bicycle and pedestrian access for day use of adjacent park areas.

The redeveloped marina and associated structures and facilities will be sensitively designed and scaled to minimize intrusion on the natural characteristics of the park and the river. The new building will not exceed the footprint size of the existing building.

A motion was made, seconded and adopted to the following:

Whereas, District 15, (Highland Park) has the longest portion of riverfront of all of the neighborhoods in St. Paul, including, the Ford site, the Gorge, Hidden Falls Park, Shepard Road, and Crosby Farm Park, Watergate Marina, Crosby Lake and

Whereas, The Highland District Council has always been very involved in the planning and management of the riverfront and parks and properties bordering the river for the years, including, but not limited to planning, developing management plans, seeking grants for public improvements and partnering with the City of St. Paul on such projects as Two Rivers Overlook, The St. Paul Gateway Project, the Shepard Davern Small Area Plan, Crosby Management Plan, the Watergate Marina Plan, etc. and

Whereas, the City of Saint Paul initiated a project in 2010 to develop a long term Master Plan for the Great River Passage (GRP), and appointed a Task Force to oversee the planning process, and

Whereas city staff for the Task Force was asked on several occasions to hold public meetings within District 15, but no meetings were held in either District 15 nor in any location west of downtown, and

Whereas, residents of Highland Park and members of the HDC have expressed significant concern over the lack of neighborhood involvement in the specifics detailed in the GRP Master Plan for parks and property located within District 15, and

Whereas the development of the Ford site will have long-lasting impact on generations to come,

Whereas, the Plan had been presented to the public as a "vision" rather than an implementation plan with specific action items,

Be it resolved,

1. That the Highland District Council is publically expressing its concern over the lack of neighborhood involvement in District 15.
2. The Highland District Council requests specific changes or additions to park land or park amenities within District 15 be removed from the plan until such time as the City provides a formal process of public notification and hearings to be held with in the District 15, (similar to a Small Area Plan whereby there is a process of local district council and community notification and review, followed by formal public hearings and City Council adoption)

Adopted on September 6, 2012

By the Highland District Council



September 21, 2012

TO: St. Paul Planning Commission

FROM: Friends of the Parks and Trails of St. Paul and Ramsey County.
Peggy Lynch, Executive Director

TO: St. Paul Planning Commission

FROM: Friends of the Parks and Trails of St. Paul and Ramsey County.

25TH ANNIVERSARY
1985-2010

1621 Beechwood Ave.
St. Paul, MN 55116
651-698-4543
Fax - 651-698-8761
www.friendsoftheparks.org

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Mike Hahn

Eriks Ludins

Greg Mack

Terry Noonan

Jennifer Read

Executive Director

and Secretary

Peggy Lynch

The Friends of the Parks and Trails of St. Paul and Ramsey County are very pleased that the City of St. Paul has embarked on planning for the land use next to the Mississippi River. The River is the city's greatest natural resource and making the River our front yard and encouraging access to the River will bring beauty and enjoyment to our residents and visitors to our community.

The Great River Passage is a good step forward in taking advantage of this great resource. The Board of the Friends has reviewed the plan issued in December 2011, the revised plan issued in July 2012 and the Great River Passage Proposed Amendment to Saint Paul's Comprehensive Plan, dated August 2012.

To be adopted, as part of the Comprehensive Plan the plan should reflect the broad vision, goals and objectives (as excerpted from the large document) that are consistent with the Comprehensive Plan. The Comprehensive Plan should not contain specific project and budgets, nor should it contain directions on organizing City departments to achieve specific implementation strategies.

We are very pleased with the GRP as it outlines its vision and objectives to fulfill that vision. The outlines of the More Natural, More Urban, and More Connected bring together the guiding principles of an urban – natural ecology of our riverfront.

However, the sections starting with The Four Reaches spell out specifics, which do not belong in the Comprehensive Plan. The legends for the maps identify specific activities that are proposed in each section of the River. While the maps are labeled concept plans we do not agree that they should be included in the Comprehensive Plan.

A very specific recommendation in The Valley Reach section is the recommendation that an Environment Education Center be built at Watergate Marina. There is reference to that in the text on page 54 which we recommend be removed. The picture on page 60 and map on page 61 along with the text on page 61 again describe a proposed Environmental Education Center. This park is in the floodplain of the Mississippi River.

While communities all along the Mississippi River and communities along the Red River are removing buildings from the floodplain because of flooding, St. Paul should not be building an education center in the floodplain. Crosby Lake – Hidden Falls Regional Park has been inundated a number of times with floodwater in the last ten years and as recently this past summer. While the Education Center might be raised above flood stage, no one will be able to access the building if the park is flooded.

Environmental Education Centers are wonderful resources for inner city kids and adults. However they should not be built in areas where there should be no building. If the marina building has to be rebuilt with the addition of a small café and space for rental equipment, it should not be built larger than the existing structure.

Overall, the Friends of the Parks are excited about the GRP and all it can bring to the Mississippi River and to the City of St. Paul. However, in planning for development near the River we must respect the hydrology of the River and help educate all of our residents and visitors to the River to the fact that the River cannot be contained. It is stronger than any of us.

We want to continue to work with the Park Department as the plan is further developed and implemented. We think the vision in the GRP will enhance our city.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
Mississippi National River and Recreation Area
111 E. Kellogg Blvd., Ste. 105
St. Paul, Minnesota 55101-1256

September 18, 2012

Barbara Wencil, Chair
Saint Paul Planning Commission
1400 City Hall Annex
25 W 4th St
Saint Paul, MN 55102

Dear Chairman Wencil:

I am writing to reaffirm support for Saint Paul's Great River Passage Master Plan, a wonderful vision for Saint Paul's Mississippi River. The National Park Service here at the Mississippi National River & Recreation Area is a proud partner with Saint Paul. The Great River Passage is a terrific example of a city embracing its most important natural and cultural feature. The National Park Service looks forward to many opportunities to partner with The City of Saint Paul in providing recreation and environmental education programs at a variety of places that are part of this long term vision.

Concepts involving sites like the Watergate Marina, Island Station, Pig's Eye and The Bruce Vento Nature Sanctuary, among others, illustrate the creative and innovative approaches that have emerged from the Great River Passage planning process. Congratulations to The City of Saint Paul in undergoing a complex public planning process to set the vision for our Mississippi River waterfront and an important piece of our National Park.

The National Park Service will continue our involvement in the next phases of planning and implementation. I look forward to the plans unfolding into on-the-ground success and having many new places for the community to engage the wonderful nature and culture of one of the world's great rivers. We are fortunate to have city leadership willing to invest the resources to insure that our nationally significant Mississippi River is protected and kept accessible to both residents and visitors of Saint Paul.

If you would like to discuss this more please feel free to contact me at 651-293-8454 or at paul_labovitz@nps.gov.

Sincerely,

Paul Labovitz
Superintendent

Dear Lucy,

I read, in the Highland
Villager about specifics of the
Great River Passage proposal.
Having enjoyed the beauty of
Crosby Park and Hidden Falls
many times, I can't believe
how ridiculous it is to propose
destroying the environment to
put in an environmental
education center. That is

so utterly moronic, I can hardly believe the people working on this didn't see the obvious contradiction.

Please, if you are to be spending my tax dollars, put the center in an area that has already been environmentally destroyed, like the power plant near Randolph.

Sincerely,

Beth Brombach 2214 Goodrich Ave

Thompson, Lucy (CI-StPaul)

From: Butler, Sonja (CI-StPaul)
Sent: Monday, September 17, 2012 9:58 AM
To: Thompson, Lucy (CI-StPaul)
Subject: FW: Shepard/Otto Intersection and the GRP Master Plan

FYI,

From: Paige de Wees [mailto:paigedeweess@gmail.com]

Sent: Tuesday, September 11, 2012 4:56 PM

To: pconnolly@visi.com; Dan.edgerton@stantec.com; ggelgelu@aeds-mn.org; Linde082@umn.edu; paulaplanning@gmail.com; rebeccanoecker@gmail.com; christopher.james.ochs@gmail.com; tolover@kellyandlemmons.com; oliv0082@gmail.com; jperrus@larkinhoffman.com; porterbolen85@aol.com; ecr@trios-llc.com; tschertler@springsted.com; emilyshively@hotmail.com; bob@spauldingklay.com; tt hao@nexuscp.org; Jun-Li@springboardforthearts.org; thebethelgroup@yahoo.com; bwenc1@msn.com; wickiser@comcast.net; Drummond, Donna (CI-StPaul); Butler, Sonja (CI-StPaul); Martinez, Jody (CI-StPaul); Klassen, Mike (CI-StPaul); Jeff McMenimen; Hunt, Anne (CI-StPaul); *CI-StPaul_ParksCustomerService; richlallier@stpaul.gov

Subject: Shepard/Otto Intersection and the GRP Master Plan

September 11, 2012

Dear Chris Ochs & Emily Shively, the St. Paul Planning Commission, Jody Martinez at Parks and Rec, Mike Klassen at Public Works, and leaders of St. Paul,

My name is Paige de Wees, I am a community member who has been involved in the Great River Passage master plan for years. I own a home in the West Seventh neighborhood of St. Paul on Butternut Avenue near the intersection of Shepard Road and Otto. My neighbors and I are thrilled with the GRP recommendation to lower the speed limit to 35 MPH on Shepard and re-design the road to become "parkway-like"!!!! Thanks to all of you who helped include this in the plan.

I will be out of town on business for the September 21 review of the GRP master plan, so I wanted to write and express the my neighborhood's strong concern that the parkway nature and 35 mph recommendation be held in the plan... (I'm writing in regard to the updated planning commission documents issue 4-c, see below)

My street, Butternut Avenue runs closely parallel to Shepard Road with a narrow median of only a few feet separating the two. Right now, although the speed limit is 45 mph in front of my house, 70 mph is not uncommon. *There are small children living on Butternut Avenue who are within feet of this 70 mph traffic speed.* I understand that traffic volumes must be balanced between West 7th and Shepard, but we must fashion Shepard Road to be something sensitive to the people and children in this neighborhood who are drawn across the road to the river. *First and foremost it is a safety issue.*

The topography at Shepard and Otto is spectacular. At the History Museum in St. Paul you will find that for over a hundred years citizens of St. Paul have seen it as their "sacred duty" to preserve this natural gem. I follow their lead. I urge that we re-design this portion of Shepard Road to better serve the people (and children) that live there. This means slowing it down, narrowing the road, making it easy to cross, and adding visual indicators that encourage drivers to slow down and enjoy the scenery. ***It would be a tragedy to wait for a child in this neighborhood to get hurt before we take action. So I recommend that this issue be given first priority in the short term plan.*** Teddy, Cecilia, Ainsley, Oliver, Miles and Verla of Butternut Avenue all thank you.

Sincerely,

Paige de Wees

651.214.4602

paigedeweess@gmail.com

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RE:

Issue 4-c: Comments were received regarding concern over the Plan's recommendation to lower the speed on Shepard Road to 35 MPH, along with the proposal that it be redesigned as a "parkway-like" road. Concern has been expressed that this will result in greater traffic moving to West Seventh Street.

• **Response:** The intent of the Plan is to transform the character of Shepard Road to enhance redevelopment potential along the river, and to more strongly connect adjacent neighborhoods to the river. A more detailed study of the corridor will be necessary to determine final design. Our traffic consultant has indicated that the reason West 7th has so much traffic, is because of the many destinations located along it. Shepard Road has few by comparison. The City's goal is to balance traffic volumes between parallel routes - lowering those on West 7th while increasing volumes on Shepard - and to do so while

keeping speeds compatible with surrounding land uses in both corridors. W. 7th is not capable of realizing a 25% increase in traffic volumes, regardless of speeds on Shepard Road. It can have more *person capacity* if transit use is revisited within the corridor, but room for increased auto capacity on W. 7th is limited.

• **Plan Change:** We have asked the consultant to add language to the section on Shepard Road to clarify that the intent of the changes to Shepard Road are to foster better connectivity between the Great River Passage and adjacent neighborhoods rather than reduce Average Daily Traffic (ADT) and divert traffic. *For specific changes to the plan, refer to Attachment B: Line item(s) 161*

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September 20, 2012

Ms. Barbara Wenzl, Chair
Saint Paul Planning Commission
1400 City Hall Annex
25 Fourth Street West
St. Paul, MN 55102

Ms. Lucy Thompson
Principal City Planner
1300 City Hall Annex
25 Fourth Street West
St. Paul, MN, 55102

RE: Saint Paul Port Authority Comments on the Draft Great River Passage Plan

Dear Chair Wenzl and Ms. Thompson:

Thank you for the opportunity to provide comments, both through testimony and this letter regarding the planning process and contents of the Draft Great River Passage Plan. We very much appreciate it.

Planning Process

The Port Authority appreciates that we were involved in the planning process that generated the first draft of the Great River Passage Plan. We also appreciate the process that the Parks Commission and Parks Department went through to get feedback on the first draft, and then make conscientious changes to the Plan based on that feedback. The draft of the Plan before the Planning Commission is clearly a collaboration of many different interests and is a very good plan for the Mississippi River Area in Saint Paul.

The Working River

We are very pleased with the Working River's place in the Great River Passage Plan. The Port Authority appreciates that the Working River is recognized as a part of the "more urban" principle in the Plan. We look forward to continuing to work in partnership with the City Parks Department to balance the Working River with the environmental and recreational opportunities on the River. The Port Authority has seen an increase in the demand for river shipping in recent years. In 2011, 5.2 million tons of product was shipped through the Saint Paul Harbor, this is the largest amount in the last five years. We appreciate that the Plan emphasizes interpretation of the River Corridor's history, culture, and natural resources, and we look forward to including

interpretation of the Working River and industry as a part of that. There is some discussion in the Plan to provide landscape buffers in the industrial areas of Barge Terminal #1 and Red Rock. Although some landscaping buffer is probably appropriate, we also think there are opportunities for interpretation in these areas.

Both at Red Rock and Childs Road we appreciate that the Plan calls for a partnership with the Parks Department and the Port Authority to work with our tenants and the businesses in the area to find opportunities that provide safe public access (visual or physical) to the River. The River-Oriented Redevelopment Opportunities rendering shows three green connections at Barge Terminal #1. The Port Authority appreciates that the Plan identifies these connections as potential view corridors and later details that the Parks Department will work in cooperation with the Port Authority and industrial businesses to provide safe connection to the River (whether visual or physical.)

River-Oriented Redevelopment Opportunities

The Port Authority has some concerns over a couple of the areas designated as River-Oriented Redevelopment Opportunities in the Great River Passage Plan. River-Oriented Redevelopment Opportunities are defined on page 26 and depicted on page 27. Included in the area poised for River-Oriented Redevelopment are Crosby Lake Business Park and Riverview Industrial Park, two successful Port Authority business centers that are home to hundreds of jobs.

Crosby Lake Business Center

At Crosby Lake Business Center, Harris Mechanical (a LEED certified building with 150 jobs) and Summit Brewery (a favorite Saint Paul manufacturer with 54 jobs) are both in an area targeted for River-Oriented Redevelopment. Twin City Tile, located just east of Summit Brewery, seems to have mistakenly been depicted as part of Victoria Park. Crosby Lake Business Center was a brownfield redevelopment project completed in 1996. The three businesses that are identified in the Plan as a redevelopment opportunity or a park are part of a redevelopment that is only 16 years old.

Recommendation:

In addition to the Port Authority's investment in the brownfield redevelopment, these three businesses have invested \$16.5 million in private capital. They provide 240 jobs with an average wage of greater than \$20/hour plus benefits, and pay almost \$400,000 in property taxes. These three businesses are not located on the River and should not be included in the City's Comprehensive Plan as targeted areas for redevelopment.

Riverview Industrial Park

The Great River Passage Plan (last paragraph on page 79) discusses the intensification and diversification of land uses in the Riverview Industrial Park. As stated in an earlier paragraph in the Plan (also on page 79), the City plans to update the West Side Flats and Riverview Business District master plans in the near future. The Port Authority feels strongly that

comprehensive plan recommendations for land uses in that area should be reserved for the land use plan that will be initiated later this year. Community process will determine whether the land use plan for the West Side Flats area should move into the Riverview Industrial Park area as the Great River Passage Plan indicates. Good paying jobs are currently located in the Riverview Business District, and although there may be some redevelopment opportunities in the area, these opportunities should be considered in the City's West Side Flats and Riverview District master plans, not The Great River Passage Plan. The concept rendering shows redevelopment throughout Riverview.

Recommendation:

We think the language about the land use in Riverview Business District (the last paragraph on page 79) and the associated rendering of redevelopment in Riverview should be omitted from the Great River Passage Plan.

Thank you for your consideration of our comments. We look forward to working with the Parks Department in the future on balancing the needs of the Working River with recreational and environmental opportunities.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis F. Jambois", with a long horizontal flourish extending to the right.

Louis F. Jambois
President

cc: Michael Hahm, Director, Saint Paul Parks and Recreation

CITY OF SAINT PAUL

HERITAGE PRESERVATION COMMISSION RESOLUTION

FILE NUMBER 12-GRPP Recommendation

DATE September 20, 2012

WHEREAS, Section 73.04 of the Saint Paul Legislative Code states that the Heritage Preservation Commission shall "serve as an advisory body to the mayor and city council on municipal heritage preservation matters... [and] shall review and comment on studies which relate to the...architectural heritage of the city..."; and

WHEREAS, the Great River Passage (GRP) Master Plan was developed through a comprehensive community process and prepared by a multi-disciplinary consultant team, an inter-departmental City staff team and a 56-member task force/technical advisory group; and

WHEREAS, the Heritage Preservation Commission has been asked for its review and comment on the Master Plan in accordance with the provisions of Chapter 73.04; and

WHEREAS, the large study area includes multiple historic resources that have been designated by the Saint Paul City Council for heritage preservation; and

WHEREAS, the study area also includes several historic resources listed on the National and/or State Registers; and

WHEREAS, the Master Plan addresses the fact that a comprehensive cultural resources survey has not been conducted specifically for this project (The last City-wide cultural resources survey was conducted in 1983 and warrants updating) and states that "Many resources have been lost or compromised over time because their value as part of the historical record has been unappreciated or ignored;" and

WHEREAS, the Master Plan contains goals, objectives, strategies and projects based on three core principles which are *More Natural, More Urban and More Connected* and the application of these principles are explored in four sub-areas, or reaches as the Mississippi River travels through Saint Paul. They are the Gorge, Valley, Downtown and Floodplain; and

WHEREAS, the Master Plan lists ten recommendations of the Saint Paul Comprehensive Plan that relate to the river corridor. One recommendation related to historic resources recommends to "Encourage the protection and restoration of river corridor cultural resources, including historic structures, culturally significant landscapes, and archaeological and ethnographic resources;" and

WHEREAS, the objectives of the Great River Passage Master Plan that address historic preservation include the following:

1. Develop a comprehensive interpretive plan and specific strategies for implementation,
2. Complete an inventory of cultural and historic resources within the corridor prior to implementing elements of the Master Plan,
3. Promote interpretation of the corridor's history, culture, and unique resources; and

WHEREAS, the recommendations herein relate to the entire Great River Passage Master Plan given the whole document will be adopted by the City Council as well as certain sections of the Master Plan as an amendment to the Saint Paul Comprehensive Plan. Recommendations by the

HPC that are incorporated into the entire Plan should also be considered for portions being adopted as part of the Comprehensive Plan; and

NOW THEREFORE, BE IT RESOLVED, that the Heritage Preservation Commission makes the following recommendations for changes and/or additions to the Great River Passage Master Plan for further consideration by the Saint Paul Planning Commission and City Council:

1. The first of the four Strategies proposed in Appendix A.2 is, "Protect and Interpret Historic, Cultural and Natural Resources." The HPC believes this is appropriate. However, both this Appendix and Chapter 5.4 *History and Culture* stress interpretation almost to the exclusion of protection. Ideally, a paragraph establishing identification, evaluation, designation, preservation and protection of historic resources as a strategy of the Plan on the same level as those addressing interpretation should be added including a new Objective under *History and Culture*.
2. Although the "Overview" (page 80) claims that "the plan provides an overview of federal and state laws that govern the treatment of historic, archaeological, and cultural resources in the Park, and some direction on procedures for historic preservation," this overview and direction do not seem to materialize in the Plan. Further, according to the last paragraph of the *Overview*, "Four strategies for implementation are proposed at the conclusion of this section" We do not find them there. If these are the four strategies in Appendix A.2, they should be referenced accordingly.
3. Consider the following edits under *Protect and Interpret Historic, Cultural and Natural Resources*: "The preservation chapter of the City's Comprehensive Plan calls for historic context studies of Saint Paul Parks, Parkways, and Cultural Landscapes, and of the Mississippi Valley in terms of Navigation and Commerce. Completion of such studies would greatly contribute towards ongoing preservation efforts within the Park, enabling identification, evaluation, and designation of significant resources. Resources already listed on the National Register of Historic Places should be locally designated as well."
4. The map on page A50 is unintelligible, needs updating and does not use the color-coding established in the Comprehensive Plan for historic resources. Sites that have been designated should be distinguished from those that have been inventoried but not designated, perhaps separating them into two maps given the large size of the study area and the large number of historic resources. The Plan should make clear what designated properties are currently established and what has been inventoried, establishing a baseline for the recommended survey work.
5. The Plan should recognize there are strategies in the newly adopted Greater Lowertown Master Plan that relate to historic preservation and are within the boundaries of the GRP Master Plan.
6. Consider adding language for Parks and Recreation to develop a policy for working with the HPC and other partners and implementing recommendations from the City's historic preservation chapter of the Comprehensive Plan under *Develop Partnerships*

to Protect and Interpret Unique Resources within the Corridor (page A51).

FURTHER, BE IT RESOLVED, that the Heritage Preservation Commission generally finds the objectives in the Great River Passage Master Plan to be a pro-preservation statement that supports the Historic Preservation Chapter in the Comprehensive Plan; and

FINALLY, BE IT RESOLVED, that the Heritage Preservation Commission finds, with the above recommendations, the Great River Passage Plan to be consistent with the City's policy to protect and promote the heritage of the City of Saint Paul and to preserve our architecturally and culturally diverse historic resources.

MOVED BY	Trimble
SECONDED BY	Dana

IN FAVOR	7
AGAINST	0
ABSTAIN	